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Governor Cox Himself Is at the End of the Trail.

The subjoined somewhat naïve ex-
pression of congratulation and relief
is copied from the editorial columns
of the *Evening Post*, of which Mr.
THOMAS W. LAMONT is the owner. Mr.
LAMONT's venerable newspaper is now
cooperating with Tammany Hall in its
attempt to elect as President of the
United States the candidate chosen by
Mr. CHARLES F. MURPHY, Mr. TOM
TAGGART, Mr. BRENNAN and Mr. NUGENT.
This is the passage, under the
title "Back to the Issue":

"Governor Cox set a good example
yesterday when he turned from the
attack on the Republican campaign
fund to the real issue of the cam-
paign—our relation to Europe....

For him to give his chief attention
longer to a sensational but secondary
matter would make the impression
that he welcomed an opportunity to
place the League of Nations issue
in the background."

A remark that shows a penetrating
mind. But what does the same intelligence
think of the example which
Governor Cox set in the first place,
when he turned from "the real issue
of the campaign, our relation to Eu-
rope," to the attack on the Republi-
can campaign fund, to the immense
and unholty joy of Mr. LAMONT's allies
and associated Powers, Mr. MURPHY,
Mr. NUGENT, Mr. BRENNAN and Mr.
TOM TAGGART? The sort of politics
which Mr. LAMONT properly deprecates
is the sort of politics which commands
itself to the unqualified approval of
these gentlemen, who care not a tinker's
dam for "the real issue of the cam-
paign, our relation to Europe."

An example, indeed, but an example
of the nature of an object lesson!
A benevolent Providence has de-
creed that thus early in the campaign,
with more than eight weeks left for
the thorough digestion and assimila-
tion of the facts, the candidate of the
party whose administration has dark-
ened the pages of our history during
the past eight years should himself
afford all the necessary enlightenment
concerning the sort of leadership he
might be expected to give our country
during the next four or eight years,
should he reach the White House.

The fatality develops with the pre-
cision of a Greek tragedy, although
the comic element is by no means
lacking. The Governor is overcome
with the awful burden of responsi-
bility for Mr. Wilson's League of
Nations. The prospects of the solemn
referendum look indigo to his discern-
ing eyes. The ordinary expedient to
which a Cox, a Murphy, a Tom Tag-
gart or a Nugent would resort under
the circumstances is to change the
issue; that is, to divert political at-
tention and alter the course of the
running by slyly drawing a red her-
ring across the trail.

This is exactly what Governor Cox
attempted at Pittsburgh. He improved
upon young Mr. Roosevelt's earlier
prattle about a \$32,000,000 Republican
slush fund. Reducing the demil-
tion total to the less unwieldy figure
of \$15,000,000, the Governor, with a
serious face but a sly drop of the
port and starboard under eyelids,
offered his \$15,000,000 to the Ameri-
can public as the pecuniary measure
of an infamous plot to buy the Ameri-
can electorate and thus control and
operate the Government for sinister
purposes. And the "proof" of which
he had boasted the possession and
which he had the uncommon assur-
ance to promise in advance consisted,
as we now know, of the prismatic
cipherings of certain rainbow mathe-
maticians of the well known "drive
quota" variety and from a half a dozen
to a dozen nincompoop phrases from
the vocabulary laboratory of organized
solicitation. So far only this and
nothing more.

We can imagine the enthusiasm
with which any respectable associate of
Mr. Murphy and Tammany and Tom
Taggart in the Cox promotion move-
ment would welcome the least sign
of a disposition on the part of their
candidate to cast aside the "sensational
and secondary" matter of the
campaign fund, or to leave it in the
hands of his partisan subordinates—
all of whom are exhibiting such a

wonderful lack of eagerness to relieve
their chief of the burden of responsi-
bility for proof of his charges!
But it is too late, or perhaps, rather,
too early for that. The red herring
which Governor Cox slyly dragged
across the course the campaign was
taking with the approval of the *Evening
Post*, if not of Messrs. MURPHY,
TAGGART, NUGENT and BRENNAN, did
in fact produce at least temporarily
some diversion of political interest.
Unfortunately for the Governor, it was
not exactly the diversion upon which
he had calculated. Instead of putting
the Republican party on the defensive
as a wholesale corruptor of the elec-
torate, as he had intended to do, Gov-
ernor Cox's performance has resulted
in putting himself, his ciphers, his cap-
acity, his character, his personal re-
sponsibility, his personal fitness, at the
front as the main issue of the cam-
paign.

The evidence will not be all in until
Governor Cox, by summons from the
Kenyon committee, has been sub-
jected, as he ought to be subjected, to
the opportunities and responsibilities
of a sworn witness.

Let him testify under oath! Ap-
pearance by proxy will not answer.

Register or Transfer Before Sat-
urday Noon!

The Board of Elections has decid-
ed to close its offices at noon on Saturday
instead of at 5 o'clock in the after-
noon, as was the intention at one time.
In consequence of this decision all
citizens who believe they are entitled
to register or to have their regis-
trations transferred for the special
elections on September 16 in the
Eighth and Seventeenth Assembly dis-
tricts of Manhattan, the Third and
Fourth Assembly districts of The
Bronx, and the Nineteenth and Twen-
tieth Assembly districts of Brook-
lyn must make their arrangements
to-day or to-morrow morning.

As this newspaper said yesterday,
registrations and transfers of regis-
trations will be made only at the bor-
ough offices of the Board of Elections.
These offices are: for Manhattan, in
the Municipal Building; for The
Bronx, 442 East 149th street; for
Brooklyn, 29 Court street.

With the Socialists, who carried all
of these districts except the Nineteenth
of Brooklyn last fall, politics
is not a pastime but a serious occu-
pation. Socialists do not forget or
neglect to register and vote. They
leave these avoidances of the duties
of citizenship for their opponents, and
every non-Socialist who does not put
his name on the poll list and his bal-
lot in the ballot box contributes
thereby to Socialist success.

The Democracy of Jim O'Neil.

We have before us a campaign docu-
ment distinguished for brevity and
clearness. It has been circulated and
pled for by Mr. JIM O'NEIL of Butte,
Montana, in whose behalf it is issued.
It is a card of "business" size and it
reads as follows:

JIM O'NEIL
for
STATE LEGISLATURE
DEMOCRATIC TICKET
Forty-five years a voter for
Democracy in Montana.
A Democrat of the old school.
If you think Wilson right,
Don't Vote for Me.

What a number of Democratic office
hunters in this region would copy the
challenge of Jim O'Neil, if they had
only the nerve!

Bureau's Deadly Fad.

Mr. BUREAU's most spectacular
fad continues to be indulged in at
gladly expense. The death of two
men, when the airplane carrying mail
crashed on Wednesday, is another
example of a great mistake.

This newspaper is in favor of every
practical improvement of the mail ser-
vice. It is heartily for every advance
in aviation. But no real progress in
either of these things is attained
through the air mail system as it now
is. Under the present system letters
mailed in New York and addressed to
Chicago may go by air whether the
sender wishes it or not. At best, he
saves ten or twelve hours between the
post office. Against this is the risk
of the letter's destruction. The sav-
ing to the Post Office Department by
not using the railroads was \$2,255 last
year, or less than the cost of the ma-
chine that was ruined this week.

That is the cold business side of it;
the human side is of course far more
important.

Nobody questions the remarkable
advance in airplane construction. No-
body questions the necessity of con-
stant experimental work destined to
make planes safer and swifter. But
there is no research in the routine
work of the post office machines. They
go on errands. If they were carrying
antitoxin to save a stricken town the
hazard to the crews would be negli-
gent. But hastening by a few hours
the arrival in Chicago or New York of
a few thousand miscellaneous letters
is not a benefit that outweighs a loss
like that of the lives of the aviators
who were killed at Morristown. There
were better causes for these brave
men to die in, if die they must.

The airplane has not yet come to
that perfection which warrants its use
as an ordinary carrier. In the way
for every four airmen killed in battle
one was killed by accident. In the
comparatively brief race across the
continent last October, in which about
sixty machines competed, nine fliers
were killed. Yet, as THE SUN AND
NEW YORK HERALD pointed out at the
time, these were supposed to be the
best American aviators in the best ob-

tainable machines. The fatalities in
that contest were deplorable, yet the
race was far more necessary than the
daily mail flights by which Mr. BUREAU
has sought to advertise his cam-
paign. For in the transcendent flight
there was a test of machines, one
against another, with opportuni-
ties for scientific comparison which
might lead to the correction of me-
chanical weaknesses. The present air
mail service leads to nothing except
publicity for the Postmaster-General
and death for the aviators.

We have the telephone and the tele-
graph, so let this imperfect air ser-
vice be put aside until progress in aviation
has removed "unreasonable hazard."
The time will come when science will
make planes as safe as railroad trains,
but that time is not yet.

For More Transportation.

If shippers and consignees of goods
carried in freight cars exercise as
much zeal as the railroads for more
efficient transportation it will not be
long before the country will be re-
lieved from troublesome railway con-
gestion. With all the power at their
command the railroads are circulating
appeals and orders for more
prompt loading and unloading of cars,
faster use of carrying capacity and
faster movement of freight trains
over all lines.

The total traffic carried by the rail-
roads last year amounted to 395,000,
000,000 ton miles. That is a sizable
total, but in the opinion of the As-
sociation of Railway Executives it
represents only about three-fifths of
the actual carrying capacity of the
railroads without the addition of a
single freight car or a solitary locomo-
tive to the present equipment.

Last year the average load of
freight cars was only 27.8 tons. The
average capacity is something over
thirty tons, so here was a loss of 2.2
tons on every car on every trip. By
increasing the average load to thirty
tons the ton mileage of the railways
this year could be increased to 426,
000,000,000 ton miles.

The highest daily movement of
freight cars in any period was
reached in 1918, when all cars were
moved 29.2 miles a day on the aver-
age. The goal this year is thirty
miles. If the goal can be achieved
another billion and a quarter ton miles
will be added to the mileage, making
the yearly carrying capacity 553,000,
000,000 ton miles.

The shipper who has been used to
employing railway cars as storage
space for his own convenience should
readily comply with the request that
he forego the practice for the sake of
better transportation. Some tempo-
rary inconvenience can be tolerated
in this respect, and in the long run
it will prove profitable.

The increase in freight rates can-
not work magic in restoring railway
efficiency of itself. Nationwide support
should be given this movement to
obtain maximum service from exist-
ing transportation facilities. The
public can then be asked with prop-
riety to provide funds for addi-
tional rolling stock.

Symptoms of an Economic Deadlock.

Whether it comes in the shape of a
coal strike, a shutdown like that in
the New England woolen mills for the
last two months, or a threat like that
made by the British National Union of
Manufacturers to lock out labor in
hundreds of plants in case of a strike
of coal miners, the warning given by
such symptoms of an economic dead-
lock calls for calm and cautious con-
sideration by both capital and labor.

The announcement that the Ameri-
can Woolen Company will again open
its mills on September 13 at the same
wage scale which has been in effect
is a satisfactory indication that the
managers of that company do not
care to risk an attempt to cut wages
on the pretext that the shutdown was
due to high operating costs.

The shutdown was the result of a
temporary condition of market conges-
tion. The wages paid to labor had
little to do with that condition. But
at the outset of the shutdown some
sections of the business world were
inclined to find cheer in the belief
that it was the first step in what
would be a general movement to force
lower wages. This is now proved a
mistaken assumption, since the old
wage scale is to be maintained by the
company.

But the threat of the British manu-
facturers to enforce a general lockout
by group action points to an attitude
of haste to bring about conditions
which good judgment would leave to
the natural workings of the law of
supply and demand.

Superficially, it looks feasible to
force a slowdown in industry and a
drop in wages by locking out labor
whenever occasion offers, thus reduc-
ing the general buying power. Econo-
mically such a practice is highly un-
sound. If industry should be curtailed
by artificial measures at a time when
the world is short of goods the result
would be to increase the shortage.

The lockouts might enforce lower
wages and reduce buying power for a
time, but upon resumption of work
the buying power would be reestab-
lished. Industry would have to renew
its efforts to replace the lost produc-
tion, and this would restore competi-
tion for labor with a repetition of
demands for higher wages.

From the employees' viewpoint the
desirable thing is to bring wages up
to a level commensurate with the
cost of living, or to reduce the cost of
living to the level of wages. Strikes
have the same effect as lockouts so
as production goes. A shortage of
goods is created and, assuming that
the strike is successful in enforcing
higher wages, the increased buying

power acquired still further raises
prices and leaves the wage worker in
the same position as before.

This, of course, is nothing but the
familiar vicious circle. As long as
currency inflation on war bonds was
in progress the vicious circle could
go on increasing in circumference.
Capital drew from inflation the profits
required to pay increased wages. But
war bond inflation is diminishing and
competition, which tends to cut down
industrial profits, is increasing. The
vicious circle is becoming rigid, un-
able to expand on inflation, un-
able to contract on lower wages.

The remedy for this condition lies
jointly with capital and labor. The
remedy is increased production which
will permit the consumer to exercise
his purchasing power under less com-
petitive conditions. The consumer
then is not compelled to bid, but re-
ceives offers. Price concessions are
the natural result. This makes pos-
sible a lower wage level.

On every hand there is ample proof
that inadequate production forces
higher living costs and higher wages.
Conversely, adequate production forces
lower prices and wages. Since lock-
outs and strikes reduce production,
their use to lower wages in the one
case and to outstrip the cost of living
in the other is illogical. They are
only barriers which prolong the eco-
nomic deadlock.

Pay the Public School Teachers.

For no other purpose do taxpayers
contribute as cheerfully as they do for
the support of the public schools. The
citizens of New York want their chil-
dren well housed and well taught, the
teachers well paid and well treated.
Consequently there will be a serious
demand for explanation of the failure
of the city's financial and school au-
thorities to pay the teachers' regular
August salaries in accordance with
the provisions of the Lockwood-Dono-
hue law, which was enacted to give
increases in salaries to instructors of
all grades in the public education system.

Whether it is the fault of President
PRALL of the Board of Education, or
of Comptroller CHAM, head of the
Finance Department, or of the Board
of Aldermen or of the Board of Esti-
mate, the fact of importance is that the
teachers have not received the money
which is due to them, and are likely
to be subjected to considerable delay
in getting it. As this is not the first
time the teachers' payrolls have been
held up it is fair to assume that the
city has not worked out a satisfactory
system for salary payment in the De-
partment of Education.

To call names, to put the blame on
this individual or that department,
will do no good. There should be an
immediate overhauling of the system
used in paying the teachers, and the
Board of Education and the Depart-
ment of Finance should cooperate to
render impossible such delays as have
frequently occurred in the past.

At present it ought not to be hard
for the city to raise and pay the salar-
ies now overdue. Everybody wants
them to be paid and paid at once.
When this spirit exists it should not
be beyond the capacity of earnest pub-
lic officers to remedy the bad situa-
tion which now exists.

General BUREAU'S cavalry utterly wiped out—Newspaper headline.

If what we have heard of BUREAU'S
army is true, wiping out his cavalry
means wiping out his whole force.
He is the one-time servant in the
Cavalry who is declared to have
gathered an army of 100,000 mounted
men, who were "invincible" as well
as cruel and rapacious beyond belief.

Some persons find wild adventure
in novels. Others travel to and from
Brooklyn.

"I bought the booze for a bracer,"
Judge said the bridegroom, who was
arrested for having a flask in his
pocket. There's the backbone of an
old fashioned ballad in those words.

Those who listen to the old timer
who knew the petroleum fields when
the oil craze started in Pennsylvania
sixty years ago are wont to think of
those ancient days as the most active
in the history of the great game. But
the figures of to-day, put beside those
of the '90s, make the past shrink. Last
month no more than 3,512 new oil wells
were completed in the United States.
As the total number of holes drilled
in the first ten years of the oil busi-
ness, from 1859 to 1869, was only 5,560,
it is evident that the present is able
to sit up and take nourishment.

Lodi, near Hackensack, has a yeg-
man who has arrived at the joyous
age of 11. Having tapped the post
office safe there and made off with
\$85 one day, he tried to repeat the
act the next day. Had he been caught
he would not have been so lucky. He
was not trapped but he was found
with the safe papers of value to the
postmaster only, such as receipts
for subscriptions to national
campaign funds.

Real Neighboring Spirit.

From the Matinean Journal.
Mr. and Mrs. Charles Sparks of Morgan-
ville, Mo., have been visiting in New
York. They were accompanied by their
neighbors for their sympathy and very gen-
erous help for the loss of their cow, killed
by lightning.

On the Train.

They talked of pay or novel, and that—
The last new scandal, or the latest ball;
If the house party at Macgregor Hall
Would be amusing; her blue Persian cat,
His clever Aladdin; some one's purple hat—
But though they spoke of nothing, more
or less.

Yet in his voice there lay a faint caress,
And something sweet ran through her
nearest chat.

And, as I idly listened, while the train
Rushed on through forest, countryside and
town.

I seemed to hear it beat a low refrain,
Rhythmic as waves breaking up and down:
"True love depends on words not circum-
stances."

And every commonplace may well romance.
CHARLOTTE BROOKS.

SENATOR DEWEY RECALLS COLONEL WILLIAMS.

Two Tales of a Famous Hotel Keeper
in Historic Peekskill.

TO THE SUN AND NEW YORK HERALD:
I noticed in your issue a few days since
a letter from Peekskill, in which the
writer told a story about Colonel Will-
iams, the famous hotel keeper of the
village.

I knew Colonel Williams during all
my younger life. He occupied a position
which has disappeared with changed
customs but was quite common in earlier
times. Then the Colonel was proprietor
and landlord of the Eagle Hotel, at
which General Washington had several
times stopped during the Revolutionary
War.

Colonel Williams was always immacu-
lately dressed in Prince Albert suit and
top hat. I incurred his hostility on two
occasions.

In a speech I made somewhere, to
illustrate some object, I said the trouble
was like Colonel Williams with eggs at
the Eagle Hotel in Peekskill. If the egg
was perfect he would boil it; if there
was a doubt he poached it; if it would
not poach he scrambled it; and if it
was bad he scrambled it, too. It was
an anecdote. The Colonel was in great
rage when the story was printed, be-
cause he said it had ruined his bill of
fare and laid many eggs on his hands,
for the guests would have only boiled
eggs.

In another speech, which, also unfor-
tunately for me, was published, I illus-
trated my point by telling this story of
Colonel Williams, who was the most for-
most horseman in Westchester county
and the most skillful horse trader. The
other man was never known to get the
better of him in a bargain. After the cus-
tomer to whom he was selling a horse
had asked all the questions he could
think of and they had been satisfac-
torily answered, he inquired of the Col-
onel if the horse had ever had the gland-
ers. The Colonel said, "I don't know,
but if it is good for him he has had it."
These incidents occurred more than
fifty years ago.

CHARLOTTE M. DEWEY.
NEW YORK, September 2.

LEATHER BOARD.

Is Right to Its Name Established by
the Late Augustus P. Gardner?

TO THE SUN AND NEW YORK HERALD:
In your account of the contest in New
Hampshire for a seat in the United
States Senate between George H. Moses,
the distinguished senior Senator from
that State, and Huntley N. Spaulding,
the latter is described as "head of the
great corporation of J. Spaulding &
Sons, manufacturers of leather board in
various parts of New England." Some
of your Wilkesbarre readers, remote
from New England and unfamiliar with
trade terms in vogue there, were at first
stumped on the meaning of leather
board, but happily have at last found
a definition.

It is furnished in a speech on the
floor of the House by the late Augustus
P. Gardner, former member of Congress
from the Sixth Massachusetts district
and a distinguished and patriotic New
Englander. He was talking about a shoe
manufacturer sending his agents out
with a line of shoes with which they
did good business. The advance in the
price of leather for the next season com-
pelled either a rise in prices or the cut-
ting down in quality by using substitu-
tes for leather.

A member interrupted him to ask,
"What are the substitutes for leather?"
Mr. Gardner replied that leather board
was used largely as such.

Another member then inquired, "What
is leather board?"
To this Mr. Gardner replied that he
did not know exactly, but his impression
was that it was "pasteboard which had
been waved within sight of a steer."

CHARLES E. KIRK.
WILKESBARRE, Pa., September 1.

THE RAILWAY GOLDEN AGE.

Good Will Ruled Men and the Pass
Clerk Had Writer's Cramp.

TO THE SUN AND NEW YORK HERALD:
Those good old railroad days that Mr.
Carman writes about serve as a con-
trast to the present era of regulation
by laws, commissions, Presidents and
labor brotherhoods. Amity and sweet
good will ruled railroad men and public
officials then.

Take Pittsburg, for instance. There
was no trouble when the Pennsylvania
was used as a new grade crossing or a double
track, only the Aldermen of Pittsburg
have an inviolate rule that all such re-
quests must be made during the fall or
winter. Surely not an unreasonable re-
striction!

And talk about faithful service! The
old time conductor with his diamond
studded punch in the presence of the pas-
senger was not more faithful than the
pass clerk in the old Pennsylvania sta-
tion in Pittsburg. In those days the
railroad ran special trains for Alder-
men and their friends through to Atlan-
tic City every week end. The poor pass
clerk, however, had to go to a sanita-
rium suffering from writer's cramp and
a nervous breakdown before it was time
for the Aldermen to reconvene in the
fall.

SEWICKLEY.

The Cold Shoulder From Two Planets.

TO THE SUN AND NEW YORK HERALD:
The cold late spring of 1920 was caused
by the earth moving out toward the
planet Mars until April 20, when we
passed between Mars and the sun.

The cold late spring of 1921 will be
caused by the planet Venus moving
toward the earth and repelling the earth
outward from the sun from February 9
to April 22.

D. A. N. GOSVENS.
KANSAS CITY, Mo., September 1.

A Ton of Coal.

TO THE SUN AND NEW YORK HERALD:
What is the weight of a regular ton
of coal for domestic use? T. D. M.

Coal is sold for domestic use by the
ton of 2,000 pounds.

Codfish and Education.

From the Salem News.
Has New England, in these days of silk
shirts and fur coats, become too proud and
fastidious for honest and nutritious codfish
bait? The sacred cod still swims aloft
above the heads of our wise men assembled
in the Stevens Institute of Technology
and frugal living on which New Eng-
land prosperity was founded. "The lone
fishball" is a poetic work of creative genius
illustrating the close relation between cod-
fish and education. Fish was always re-
puted food for the brains. If we have got
beyond codfish we deserve in our fat folly
to be the prey of the gonguers and are en-
titled to no consideration from any one.

CHARLOTTE BROOKS.

LET MR. COX TESTIFY.

His Unproved Charges Cast a Reflec-
tion on the Nation at Large.

TO THE SUN AND NEW YORK HERALD:
Your editorial article "A Mighty Differ-
ence" accurately and forcibly expresses
the indignation felt by most decent
and intelligent citizens at Governor Cox's
reckless repetition of charges which have
been proved false.

This is more than a mere party matter.
It is a reflection upon the nation at large
and upon the high office to which Gov-
ernor Cox aspires; and for the sake of
common decency alone it should be sup-
pressed. It would seem to be high time
that this man be summoned before the
Senate investigating committee and re-
quired to make under oath such state-
ments as under such conditions he may
deem it safe to make.

Inasmuch as all this rookeries and mis-
leading clamor can only in the end rest
in favor of the Republican party it re-
mains possible to account for it by re-
liance upon two theories. Either it is
designed to act as a smoke screen behind
which to escape from a frank and serious
discussion of the real issues of the cam-
paign, or else—and this comparison is
not intended as a reflection upon either
Governor Cox or the noble animal known
as man's best friend—it is an illustration
of the well known phenomenon that a
dog barks loudest when he is worst
scared.

GEORGE WESTERVELT.
NEW YORK, September 2.

DO BIG SHIPS PAY?

An Engineer Wants the Levathan Re-
conditioned as Soon as Possible.

TO THE SUN AND NEW YORK HERALD:
In regard to your attempt to justify the